

Project Factsheet for: Lock & Dam 19, Mississippi River, Iowa (Rehabilitation and Major Maintenance)

Date Last Updated: 2006-09-13 08:19:03.0

Project Location Information

Location: Keokuk, Iowa
State(s): IA
Congressional District(s): IA-2

Status

The Stage II Lock Rehabilitation and Miter Gate replacement Contract has been awarded and is scheduled for completion September 2006. The Stage I work, upper gates repair, is scheduled for contract award in Mid-September 2006, with a closure in December 2007 through March 2008.

Description

Lock and Dam 19 is located at river mile 364.0, in the town of Keokuk, Iowa. The structure was placed in operation in 1957. Lock 19 is a critical piece of infrastructure on the inland waterway system, enabling safe, economically efficient waterway transport of farm products for export and materials to serve the industries and power plants located on the Upper Mississippi River. In 2005, 1,900 commercial towboats transited Lock 19 with 15,646 loaded barges carrying 24.7 million tons of commodities and with 5,681 empty barges. Also in 2005, 455 recreational vessels transited this lock. Potential unscheduled closures of 90 days have been estimated and associated with failures of mechanical equipment. Transportation impacts associated with a 90-day closure of Lock 19 outside of the winter closure would approach \$53 million. AmerenUE, a privately owned utility company, owns the adjacent navigation/hydro-electrical dam. As the structures and equipment approach the end of their project lives, breakdowns and failure of mechanical and electrical equipment become more frequent and expensive, with resultant delays and loss of revenue to commercial waterway users. The rehabilitation involves the navigation lock chamber and associated appurtenances. Major work items include resurfacing the lock chamber rehabilitation of tainter valves, replacing and refurbishing the lock machinery, miter gates and overall site electrical systems.

Lock 19's Lower Miter gates had deteriorated structurally, to the point of having to replace them with spare gates which are only designed for temporary use. If these spare gates were to fail due to a barge hit, ice load, etc., the lock could be closed for up to one year while new gates are fabricated and installed, resulting in closure of the Mississippi River above Lock 19. Lock 19 Rehabilitation was started in FY 03 with a Congressional Add of \$500,000. Funding for rehabilitation projects is normally provided through Construction General (CG) funds, shared 50/50 with the Inland Waterway Trust Fund (IWTF) for the Major Rehabilitation portion of the work and Operations & Maintenance (O&M) funds for the Major Maintenance portion of the work. The Major Rehabilitation and Major Maintenance construction work is awarded and executed concurrently under the same contract to make the most economical use of fiscal resources and minimize lock closures. For Lock 19, current O&M funding levels will not permit completion of all major maintenance elements for the proposed rehabilitation work. The concrete resurfacing of the Lock Chamber part of the major maintenance is more than \$30 Million.

Summarized Financial Data

	Rehabilitation	Major Maintenance
Estimated Federal Cost	\$30,000,000	\$57,346,494
Estimated Non-Federal Cost	\$0	\$0
Estimated Total Cost	\$30,000,000	\$57,346,494
Allocations through FY 2005	\$6,532,000	\$1,686,000
Budget Request for FY 2006	\$17,502,000	\$2,998,000
Allocation for FY 2006	\$17,327,000	\$2,998,000
Budget Request for FY 2007	\$5,444,000	
Balance to Complete After FY 2007	\$704,000	\$52,662,494

Major Work Item (This Fiscal Year)

FY 2006: Complete Lock Rehabilitation Stage II contract. Finalize Plans and Specs for Stage I, Upper lift gates. Award Stage I contract.

Major Work Item (Next Fiscal Year)

FY 2007: Continue Lock Rehabilitation Stage I contract, with procurement of mechanical equipment.

Authority

CG - Construction General -- Rivers and Harbors Act of 1930

Project Manager Information

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